

# Schools Advisory Council

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## Transportation

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# Safe Routes to School

- Comprehensive Look
  - Sidewalk Conditions
  - Americans with Disabilities Act (ADA) Compliance
  - Lighting
- [Clark County Public Health Safe Routes to School Website](#)
- Grants: State
- Staff: Gary Albrecht, Transportation Planner; Susan Wilson, Programming Manager



# Safe Routes to School Program - WSDOT

- The purpose of the Safe Routes to Schools Program (SRTS) is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school. Funding from this program is for projects within two-miles of primary, middle and high schools (K-12).
- Clark County currently applying for:
  - Hockinson (crossing + Flashing device)
  - Truman (sidewalks and crosswalks)

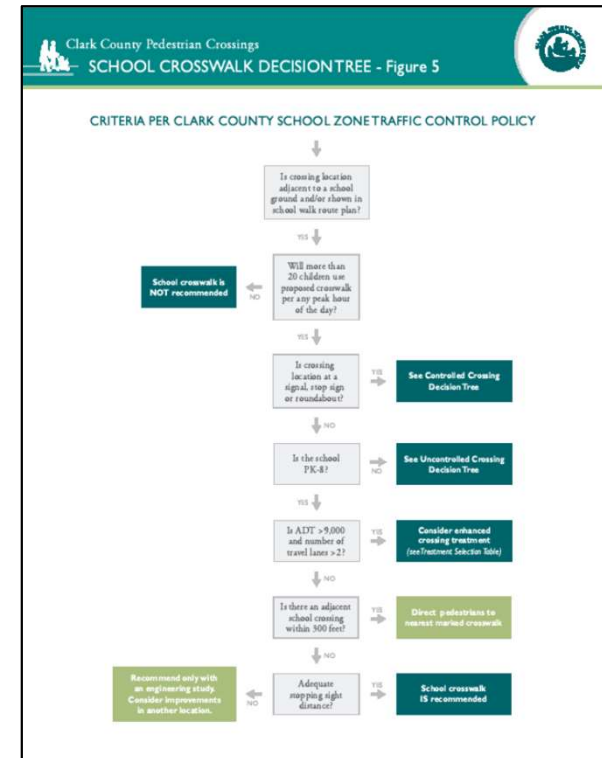


# School Crossings

- Clark County School Zone Traffic Control Policy – The Clark County School Zone Traffic Control Policy, approved in 2016, provides clear guidance on the implementation of school zone traffic control under various sets of conditions. The policy provides assessments for when school crossings, reduced school speed zones, school areas, and school zone flashers should be implemented.
- School crossings are uncontrolled crossings, and Clark County requires the protection of an adult crossing guard. See the Clark County School Zone Traffic Control Policy for further detail.



# School Speed Zone





# Flashing Beacon

- FLASHING BEACONS – Flashing beacons are user-actuated amber LEDs that accentuate warning signs at uncontrolled pedestrian crossings. they are manually activated by pedestrians pushing a button. Flashing beacons comply with the MUTCD. WSDOT provides a standard detail (IS-22) for flashing beacon configuration. Conceptual road sections with typical marked crosswalk signage and striping are shown below.

- RRFB – Rapid rectangular Flashing Beacon



# Pedestrian Hybrid Beacons (PHB)

- PHBs are user-actuated LEDs that illuminate when a pedestrian manually pushes a button. Upon activation, the LED illuminates a flashing yellow beacon then changes to solid yellow to communicate to drivers to prepare to stop. The beacon changes to a steady red once it is safe for a pedestrian to cross, followed by a flashing red during the pedestrian clearance interval.
- High intensity Activated crossWalk (HAWK)



# Speed Feedback Signs

- Clark County uses on a rotating location basis
- Effective is better when relocated
- Public works uses a permanent insert sleeve to enable re-use at same location
- Acquiring additional inventory





# New School Siting

- Clark County uses a programmatic approach to implementing pedestrian treatments
- Consider several elements; Sight distance, traffic volumes; lighting, sidewalks, ADA
- Alert staff early in the process

